Employees is pending since August, 1990 and has been finalised uptill now;

(b) whether it is also a fact that Interim relief is also not paid to the technical staff of Indian Airlines whereas it has been paid to non-technical employees; and

(c) if so, what are the reasons for discrimination among the employees of same airline?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) The question of relativety in wage structure among different categories of employees in Indian Airlines, parity between corresponding categories of employees in Indian Airlines and Air India, and the task of determination of wages and allowances for all categories of employees in Indian Airlines and Air India for a period of five years from 1990 were referred to National Industrial Tribunal constituted by the Central Government and are pending with it.

(b) and (c) A Memorandum of Settlement has been signed on 23.7.1993 with Indian Aircraft Technicians Association (IATA) representing the technical staff, to pay interim relief which is equivalent to the interim relief paid by Air India.

Daily wage labourers in IA/AI

1386. SHRI MOHINDER SINGH LATHER:

SHRI DIGVIJAY SINGH:

Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that labourers on a large scale are working in Indian Airlines/Air India and on different Air terminals as daily wagers in the country;

(b) if so, what is the actual number of such labourers, terminal-wise and category-wise;

(c) whether there is any proposal under Government's consideration to regularise all labourers in their present working capacity; and

(d) if so, what are the details thereof and if not, what are the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) to (d) Information is being collected and will be laid on the Table of the Sabha.

1387. [*Transferred to 10th August, 1993*].

Losses in AI, IA and Vayudoot

1388. SHRI SOM PAL: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the reasons for mounting losses in Indian Airlines, Air India and Vayudoot and the details of the losses of last three years, separately;

(b) whether it is a fact that lack of spares is a parennial problem if so, what remedial measures have been taken in this regard;

(c) what is the international norm of employees per aircraft, what is this ratio in India; and

(d) the loss incurring/profit making routes of these airlines?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) Air India has not incurred any loss during the last three years. Loss incurred by Indian Airlines and Vayudoot during the last three years are as under:—

(Rs. in crores

Year	Indian Airlines	Vayudoot	
1990-91	64.39	37.08	
1991-92	198.65	30.59	: Provisional
1992-93	195.11	24.16	: Provisional

Main reasons for the losses of Indian Airlines are

(1) Grounding of A-320 aircraft for a long period during 1990-91,

(2) Exchange rate fluctuations;

(3) Increase in the price of Aviation Turbine Fuel;

(4) Agitation/Strike by pilots from October, 1992 to January, 1993.

Vayudoot has been operating mainly on uneconomic routes and aircraft and hence it has been incurring losses from year to year.

(b) While Indian Airlines has no problems of spares at present, Vayudoot continues to have problems on this account due to paucity of funds. Attempts are being made to overcome this.

(c) There is a wide variation in the nature of activities and contracting practices followed by different airlines in the world, it is, therefore, difficult to present any meaningful comparison.

(d) All routes operated by Air India have shown cash profit. So far as Indian Airlines is concerned, services in the north-Eastern sector Jammu and Kashmir sector, Andaman-Nicobar sector are showing recurrent loss. Operations of Vaydoot are by and large uneconomical.

Merger of IA, AI and Vayudoot

1389. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government are contemplating merger of Indian Airlines, Air India and Vayudoot; and

(b) if so, when the merger is likely to take place?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) It has been decided to merge Vayudoot with Indian Airlines but not to merge of all the three at present.

Merger of NAA and IAAI

1390. SHRI P. UPENDRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether Government is proposing to merge the National Airports Authority with International Airports Authority of India;

(b) if so, what are the reasons for this merger; and

(c) when it is likely to be completed?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI GHULAM NABI AZAD): (a) and (b) Yes, Sir. The reasons are as follows:—

(i) better coordination by a single authority.

(ii) optimal utilisation of resources to promote integrated development of airports infrastructure in all aspects including Air Traffic Control and Communication Systems.

(iii) generation of larger resources through integrated management by a single authority.

(iv) Better utilisation of expertise in airport design, planning and pooling of management resources for improved efficiency.

(c) A Bill to bring about the merger is expected to be presented to the Parliament in the current Session.

Non-NRI Tourists

1391. SHRI ANANTRAM JAISWAL: SHRI ISH DUTT YADAV: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what was the number of non-NRI tourists who visited India during 1990-91 and 1991-92 from the countries other than SAARC region; and

(b) what is the estimated foreign exchange brought into India by them during their visit?